Tape #2

Dave Riehle interview

with

Jack Maloney

Riehle This is October 17, 1988, this is the second tape interview with Shaun Maloney.

Seems to be all right.

Maloney Do you think it's going now?

Riehle Yes, it looks all right. Let's proceed. Pegleg (inaudible)

Maloney Yes, Pegleg, as we called him. I don't know if he had an actual peg leg, but he was seriously impaired in one leg and he walked with a cane. And in some instances he was confined to a wheelchair, although I never saw it, but reports were that many times he was confined to a wheelchair. And he was a very vindictive and bitter person.

Now, in the office on 1st Avenue North, there was a big empty storefront.

Riehle This was the Citizen's Alliance office?

Maloney It was an employment office in the front, a snake room. And there was no furniture in it, no tables, no chairs. And there were along the walls some benches, just benches. They were heavy, made out of planking. And there was a counter. And there were a couple of guys that done the dispatching and there was a blackboard. And sometimes they post the jobs on the blackboard, but most times they'd just call them or they called people by name and there was a

younger guy, he was a man of 35 or so, I never knew his last name, his first name was Elmer. And he used to hand out the jobs. Now and then, Pegleg would come out.

Pegleg was a surly guy, he was a man about 5'8" or 10", I believe, it's hard to say because he never really straightened up. He might have been a bigger man. And to my knowledge, he'd been in that capacity for a long time, and when I saw him and knew him, he was in his late 40s, maybe early 50s.

Now the Citizen's Alliance maintained this office on 1st Avenue around the clock. I mean, year round, and it was open six days a week, I believe, from about 7 in the morning or 6:30 until about 5 at night. The jobs were free, it didn't cost you nothing to get them. They were open to members of the Citizen's Alliance. And they encouraged their members when they needed help to call there to get help. And, of course, the job sharks down on Washington Avenue, in skid row, they resented this because they took away from them the right to sell jobs. Now, in the summertime, very few truck drivers hung around there. But in the wintertime, when it was cold, quite a few unemployed truck drivers would hang around there. The reason was that in the summertime, the place was warm, it was hot, but there was other places, like down at the M & St. L

freight house down on 3rd Avenue was one spot, and at a couple of the team tracks the guys would hang around and when they wanted men they'd say, "Stop by the Northwestern team track" or "stop by the M & St. L freight house and pick up a couple of men." That's what they'd tell the drivers and then all you'd do--and I'd be working for a company and they'd say, "Well, stop by the snake pit," that's what a lot of them would call it, the snake room or the snake pit, "and pick up a couple of men and keep track of the time you pick them up." So you'd go there and you'd go in there and say, "I want a couple of men at 40 cents and hour or 30 cents or whatever." The company would tell you what they were going to pay.

Well, Elmer and Pegleg didn't' like that. See, they wanted you to come and tell them and then they'd call the goddamned job out and then they'd mark it on their book and that would show the volume that they were doing. But who the hell had time to go in, you were double-parked, and a cop out there writing a ticket on you because you weren't loading or unloading, and we'd just go in and grab the men and go. You didn't like to, you'd go anyplace else first if you could. But a lot of times they'd tell you, "Go down there and pick up a couple of men." Well, if you'd go in there, they'd pick out the men for you. Well, there's a lot of guys you knew that were good men

and you'd go in and pick them out and say, "Hey, come on." And they'd want to show favoritism or whatever and they'd give you a growl.

Well, then in the wintertime, see in order to give the setting for this, you've pretty much got to understand why people would go there. Prior to 1934, all the companies in Minneapolis that I know of, most of their work was done on the productive hour method. You got paid for the hours you produced. If you came there in the morning and you were any kind of an employee and you were normally working on a certain truck, you'd come there in the morning and check the oil and the water in it and make sure that the pads--if it was a furniture rig, that there were ropes and everything, the truck was halfway ready to go. And sometimes you'd bring it out of the wagon shed or the garage and bring it out on the street and line up and wait. If you were driving a team, you'd come down early in the morning, the barn man would feed and water for you, you'd harness your horses, they fixed up the nosebag for noon for the horses with grain in them, and sometimes on a bad day you'd leave the horses in the barn, on a real hot day you'd leave them there, but average day you'd bring them out and hook them on the wagon and wait. Well, you may have been waiting from 7:30 in the morning and

about 9:30 the dispatcher would come out and give you a ticket. Well, you went out and worked an hour and a half and you got an hour and a half's pay. And you called in and there was nothing new, come on in and you'd come back and waited, and you might wait until 4 o'clock and they'd say, "Go down to Hall Hardware and get the Omaha freight." You'd go down to Hall and pick up what freight they had going to the Omaha Depot and you might get an hour or maybe 2 hours out of that. That was your day's pay. Some days you didn't get nothing.

So that's what I describe as the productive hour, you got paid for the hours that you produced.

Now, in the wintertime, most of them snake rooms were unheated, cold, they were dirty, and you waited for the dispatcher to come and call you out, and if he decided to take you, you went. If you were on his shit list you waited until everybody else and he had nobody left and he'd take you. And it was a real favoritism thing. So a lot of us in the wintertime, and there was not a lot of work sometimes in the winter, and a lot of the guys instead of going to these company barns, we'd go up to the Citizen's Alliance and hang around. It was warm and there were other guys there, and one thing, it was clean. And you were uptown and could get something to eat. Most of

them barns were kind of remote and if you wanted anything to eat you had to go to the gag and vomit or the greasy spoon, you know what they are? You got yesterday's slop that they'd warm up and serve you tomorrow, that's what they--and a lot of them were bootleg joints and couldn't get over the fact that they weren't selling booze anymore. So a lot of --or you had to walk a long ways. And Jesus, when it's cold, 20 below zero or 15, 10, well, you know what the winters are in Minnesota, so we'd go up there and hang around, it was right on the car line. If you wanted to go over and snoop around town and kill the day, some guys wanted to shoot a little pool or go to a theater. In those days, there was nothing doing. And so I got to know who Pegleg was all right, not by name, he never come out and "hello, how are you?" I never had no conversations with him, but he was a surly bastard. He was contemptuous. Now, he was a hired hand and he worked under the direction of the executive committee, whoever in hell ever they were. But I understand that he more or less ran the executive committee. He had a lot to say in that Citizen's Alliance. And he had this assistant, Elmer. So he left most of the running of the employment office on 1st Avenue to this Elmer. And he played a lot of favorites.

I think that if guys pieced (?) him off they got better jobs, because I'm sure he didn't get too much money. And that's what I know about that job there.

Now, why--he was a dirty, vindictive, bastard. And he had something on the stick apparently, because he done a lot of --he must have been educated someplace. I don't know all that much about him but there's a quite a file on him over in the Minnesota State Historical Society. But a lot of his files are closed, you know, they're sealed. But he's got a daughter and family around yet in Minnesota. Duffy told me that. But that's all I know about that guy. But some days he was in a wheelchair. He must have had problems with his leg or something.

Riehle Well, we know who the general staff of the union was. Do you have any idea who their counterparts were among the employers, other than Mackalan, who the general staff of the employers was? I assume it included the police chief.

Maloney Oh, you mean who

Riehle Who was their committee who was making their day-to-day decisions?

Maloney Now, in what respect?

Riehle Well, somebody had to decide that they were going to organize this trap on bloody Friday.

Maloney Oh, now I see where you're coming from. See, the Citizen's Alliance comprised a lot of employers. But in the particular area that we're talking now, see Conklin was only Loomis was a big firm and they had some wheels in there. Conklin, Zoney, and Loomis, spelled with a Z, I believe. And who was the other guy that had that big company, they were some of the big heads.

Now, if we're going to talk about the Employer's Advisory Committee--is that what you're concerned about?

Riehle Whoever it was that was really running the operation, making the

Maloney In the strike?

Riehle Yes.

Maloney All right. Now, I'm convinced that the real brains behind the Citizen's Alliance was not just the front man but was set up for the strike. My boss, Joe Cochrane, was the chairman of the Employer's Advisory Committee. Joseph Cochrane. Now Cochrane was the son-in-law of Cameron. Cameron Transfer and Storage, that was a big company. But I'm sure--well, to quote Senator Bengston, Cochrane was no Kennedy. He wasn't born with a silver spoon in his mouth. Joe Cochrane was a handsome, debonair, affable drunk

(drug?) salesman. His hometown might have been a small farm, but he told me that his hometown was Sioux City, Iowa. And he was a paint salesman for a big paint company.

Now, if you're not familiar with big warehouses, they solicit big accounts that don't want to have their own--in years gone by, they didn't want to have their own distribution services. And they used to solicit warehouses to do their work. The warehouses sometimes only provided physical storage of the product. Then they started going a little bit beyond it. They went into doing a certain amount of paperwork for them, the warehouses did. And then they started setting up in some of them, real little division offices. Well, this paint company, I'm trying to think of what the hell it was, it was Lowe Brothers, I believe, was it Lowe Brothers? They stored their paint at Cameron's.

Now, old Cameron was a Scotch Presbyterian guy. He made a fortune in transfer and teaming business. He had two daughters and he was going to raise them strict, strict, strict. And he sent them off to some kind of convent school, whether it was Catholic or whatever, supervised school. Well, when the oldest girl graduated, I don't have the exact floor plan that she followed, but I have a general outline, you may have heard the story, family had quite a bit

of money and I guess she made a trip to Europe as a graduation gift or something. And when some come back, she was a young lady of the world and she went running around and the first thing you know, here's old Cameron who is a pillar in the Scotch Presbyterian church and his daughter is running around with Jack Johnson, the heavyweight fighter. Well, lo and behold, before the smoke clears away, Jack Johnson gets out of the country and it's a big scandal and Cameron is shamed no end and so's his wife. Just your daughter going off with a black man that many years ago was bad enough, but to go off with a --what the hell is the word, a hedonistic son of a bitch like they claimed Jack Johnson was, oh, God forbid. And this saintly girl from the convent, and I guess she was going to marry him or some damn thing, and he wound up getting a year in prison for it, well it was a hell of a scandal.

Now they had the younger daughter. Well, when she come out of school, no trip to Europe for her. She come down and went to work in the office of Cameron Transfer and Storage. Now, I wasn't there when that happened. This I got from the old Harry Cousins, who was the warehouseman and he was the rug man in the warehouse. And I guess they kept her on a short chain. Well, about the only guys she saw was the truck drivers and the teamsters and Joe Cochrane.

Well, he's peddling paint and he's got a bowler hat on and his hair is curly and he's sharp and witty and quick and looks good and well, he looked good to Cameron, at least he wasn't black, and it was a way out for her. So Cochrane up and married her. And he done like the royalty in England. The first thing these common girls do when they marry part of the royalty is to have a couple of younguns so they're attached to the crown and then anything goes.

Well, once they had a youngster or two, why he started playing the field again, you know? He wasn't the devoted father anymore. But after Cameron is married to the young paint salesman in our family we can't have no paint salesman, we've got to have a dignified young man aspiring to be owner of the company. So he takes him in and makes him a partner and he winds up with the business. That's how Joe Cochrane got ~~the~~ to head Cameron. So I'm sure he was considered some kind of a free ~~brooder~~ booter in the Citizen's Alliance. The big machinery guy, the guy I'm thinking of that had a lot to say in the Citizen's Alliance, and I'll get to him.

So when the strikes come on, Cochrane assumed to be the spokesman, to be the chair of the Employer's Advisory Committee. Now, it's kind of a mystery to me who they were the advisors to. I never worked that one out yet, Dave. The Employers Advisory

Committee? Who were they advising? But they formed themselves together.

Now, in that group there were a lot of guys that owned trucking companies, teaming companies, owned teaming companies first and owned warehouses longer and had more standing than Joe Cochrane. And I just figured they said, "Well, here's a young punk that's got a lot to say and he's a cocky bastard, and we'll fit the hat on him."

Now, there was some big ones, there was--Joe's company was not small. But Louie Ginzburg, who run Pratt's Express, had a bigger company. Of course, that was in freight, straight freight, no furniture. He done some heavy machinery. There was Skellet. Old Man LaBelle, he had the big warehouse. And he didn't do much commercial warehousing. Cameron was into both and Cameron done commercial warehousing, but Joe Cochrane had some standing with Allied Van Lines. Old Man Cameron must have been one of the ringleaders in Allied Van Lines, because he seemed to have a lot of clout there. And LaBelle come along later. And then a guy that had a lot of standing around there was Sam Olesky, that ran Minneapolis Van and Storage. He was probably one of the old deans.

So those other guys that had I think more whiskers and probably as much clout but were probably less willing to be in the driver's seat. Now, I don't k now if that answers your question, but that became the Employer's Advisory Committee, and Joe Cochrane was the spokesman, and he owned Cameron Transfer. And to my knowledge, the Cameron Company run the show, the Cameron family. There was no outsiders.

And whoever put him up--now, I know he didn't call the shots, all of them, I'm sure that the big wheels, the kingmakers in Minneapolis, the grain merchants, the Peaveys, the Heffelfingers, the Washburns, the Crosbys, and a few more, I'm sure they and all them big lumber barons, I'm sure they had their say in how the Citizen's Alliance was run. But it never come out in the open. But they're not letting no Johnny-come-lately tell them how to run the show. They were there long before him, and after all, he was a paint salesman and they ain't going to let him forget it.

Now, in response to the question, what provoked the guard being called out in July of 1934, during the third strike, now hindsight's a hell of a lot better than foresight, but even then--I don't have the vision then that I've got now, by far, or the consideration, but in the May strike I know the employers were dumbfounded when the May

strike was called. They were completely dumbfounded. They had had things their own way for so long that they couldn't believe that they had been challenged. This is the way I view it.

And their idea was--and I'm convinced of it--that all they had to do was do like they done in the past, get enough police around, muster enough goddamned muscle, and do what they wanted to do. And they were dumbfounded at what happened in Minneapolis. They couldn't gauge the thing. And, of course, when the people reacted the way they did, I'm sure that scared the wits out of them. And they couldn't cope with that. They couldn't cope with it.

Now, in one of the early talks prior to the May strike, Carl and Mickey mostly were addressing various of the groups that were organized. And Carl and Mick both, I've heard them both say it, but Carl was the first I heard say it, that we had to remember now that we were not going to a tea party, that the employers in this city had things their own way, that Minneapolis was one of the most open shop, worst cities for labor conditions of any of the major industrial cities. And the employers understood that and they were happy with the situation that they had and they were not about to give it up lightly. And he said, "Brothers, we have to bear in mind that we are not coming here preaching to you to go out and to fight for the

joy of just fighting. But we have to defend ourselves. And we are going to be attacked. The employers have had it so good for all these many years. I can't believe that he's going to give it up without a struggle." And he said, "We are going to have to bear in mind that we are going to have some days ahead that are going to be tough and we have to defend ourselves. We're not going out with a chip on our shoulder looking for trouble. But when it comes we have to square up to it or we are lost."

And that's the way it went. There was no such a thing as blue blending (?) that strike. Everybody had more or less a general idea and you're on your own. We had to make up our ideas of what to do, how to do it. So--and that's the ingenuity of man, you have an idea of how to go and then you do the best you can with the tools at hand.

Well, when Saturday came about and they gave us the thumping, I guess the employers figured that they pretty much had things their own way. And Monday kind of shook them up. But what happened on Tuesday, that put the frosting on the cake. And when they agreed to that truce, they felt that they had to do--God all mighty, an elephant--and so they agreed to the truce.

Now that truce wasn't all above board, it was a kind of make believe thing. It was we'd agree to certain things through the labor board and this, that, and the other. And I believe that right then, because they were laying the groundwork to take us on, because when Olson--when Olson started in double-talking, telling the union committee what the employer's had told him and telling the employers something else, I don't think he told them anything else at all. I think they had a tacit understanding of what he'd tell the committee. And when we went back to work, Dave, I was surprised. The employers weren't hostile, they weren't nasty. Everything went along like it was one big happy family, like we'd all been out to the ballgame and the other team lost.

And after about 3 weeks, the goddamned course changed. Then they started hard-timing you. And they started putting the arm to you. They started doing every kind of a nit-shit thing that they could think of. I'll give you an example, We had a tacit understanding that the senior men would (inaudible) the senior men would work ahead of the junior men. So I was entitled to go out ahead of a lot of other people. So what would happen, I'd come down in the morning, the dispatcher'd come out and he'd say, "Run these bills down to Bach Transfer." During the day, big trucking companies

had an interline, freight from bills and so on. "And then go over and pick up our bills at Pratt's," Pratt's Express, we'd have bills over there.

So I'd be gone for about a half hour, 45 minutes. I was still on the productive hour then. But I'd come back in and the barn was empty. Well, I'd sit in that goddamned barn all day and about 3:30 in the afternoon when there was nothing else left to do, then I'd get a load to go to the depot at night and I was down there making a buck a day.

So that's the last couple of weeks before the July strike. And I think then is when they were laying their plans to provoke us. I don't think it started--and I think they had their plans all laid with Olson what they were going to do.

Now this is just my idea. So if there was any intent for them to go along with the agreement, they would have done it.

Now I can't speak as much for the inside worker in the market district, but Tommy Smith told me the same goddamned thing was true in the market. Tommy was one of the observers, judges, whatever you call them for the inside workers and the market workers on the election board. Benny Levine was for the warehouses. And he was working for Jordan Stevens Warehouse.

And I said, "How do you find it, Ben?" "Well," he says, "you know what the grocery warehouses are. Them sons of bitches are gung ho all the time and I never notice much different." The day the strike was over," he said, "they was putting the coal on us and never let up since. But we went back to work and we had a good relationship for the first 2-3 weeks after the May strike was over. And boy, about the middle of June, the shit hit the fan. And they started after us then, and they were provoking people and firing people. They had never made an effort after the strike was over, they never made an effort to put the rod to anybody. Not where I was. And we had some good guys in our barn, and they were all pretty active.

And --but shit, they started then working guys out of seniority and they put guys out on the road that weren't entitled to go there at all. And I loaded a load for Memphis, a load of furniture, and I come down in the morning and the truck is gone. "Well, Alvin took it down because he had a sister down there that he hasn't seen and we thought it would be nice." I said, "What's that got to do with the contract?" Well, if they give you work in town you really ain't got a hell of a lot to say, you know?

But that kind of stuff was the way they were provoking you. So I believe that--and I understand and I know that no more than the

strike was called that Olson called the guard in. He had them in the goddamned armory, right the very minute the guard was called. (HARRY DE BOER) And that's when a couple of guys that Harry says he knows from the CP that came down and wanted him to take a bunch of guys and go down and raise hell in the courthouse the day of the massacre. I didn't hear that. Harry was there ahead of me, quite a bit ahead of me, but that's what Harry says and I've got no reason to doubt it. Harry said, "We've got no fight in the courthouse. Ours is right here. You see that truck sitting over there? That's where our fight is. What am I going to do down at the courthouse? I've got some beef with them aldermen all right, but I've got a bigger beef right here." So we stayed there.

But I think, Dave, that the idea of the shooting at the Slocum Bergum was not a chance affair, it was planned. And I don't think it was planned on that day. I think it was planned after or right during the settling of the May strike. They said, "Well, these bastards beat us, they knocked the wind out of us. We're just going to go back and regroup and we'll take them on when we've got the ball in our court and we're going to beat them." Now, that's what I think. And Olson certainly if anyone needed a dressing down it was not the strikers on the afternoon that he swore out the guard. He

didn't need to protect the city. The police force massacred those people. They shot them guys in cold blood. So did he ever make any statement about it or anything else? No, he wasn't indignant, he just declared marshal law to make the streets safe. For who? And then he set up that horseshit, goddamned military permit, and he knew--he was smart enough to know what that was. This was a clever way we'll break that strike the other way. He damned near did it.

But my opinion is that they set the trap with the grocery strike with the hospital truck first. They tried to get that truck loaded. Nobody went for that. So had they said that when they couldn't get that they had to plan another one. I think when we agreed to accept the plan and they didn't, we can't deal with them reds, they had an alternative plan figured out, they had a second game plan and the game was this is what we'll do. They didn't figure we were going to take that, I know that. And a lot of guys in our union didn't figure we were going to (inaudible) but we got it across.

But my belief has always been that the strike, the settling of the second strike provoked the third strike. And they had their mind made up when we went back in May, we're going to go fishing but we're going to go fishing with a long line and we're going to get

these guys when the time comes. And they had Floyd Olson all the way through. He was in that park just as much as Joe Cochrane. Never mind the exchange of letters. That was a Punch and Judy show. That's what I think, Dave.

And I don't think they could scheme that up on the spur of the moment. Those cops were programmed. Mike Johannes ordered them out but where did all that riot equipment come from? Who produced that?

Riehle You mean the guns? That wasn't something the police department owned?

Maloney I don't think so. I don't think so. That particular kind of a gun--I'd never seen them before, where had they ever used them? What call did they have? Where was the experience in Minneapolis that there had been labor trouble that would allow for a stockpile of those kind of weapons?

Riehle You mean the machine guns?

Maloney Sure, we had an altercation in May, but I mean, prior to that, there was nothing. They deliberately planned that, and they didn't have them in May, I'm sure of it.

So if they decided to set a trap for us on say, Tuesday, and we didn't do it, that was a cat coming through the door (inaudible) and that would be something there, who's got priority on the lap?

[end side A, begin side B]

Riehle This is October 18, 1988, Seattle. Discussion with Shaun Maloney.

Maloney Are we ready?

Riehle Ready.

Maloney I want to return this morning and continue the discussion about the reference I made yesterday morning on the people that I knew were members of the Communist Party in Local 574 in the spring of 1934.

The only one that I knew that admitted he was an open and card-carrying, disciplined member of the Communist Party was Laurie Kainen. That's as close as I can remember his name. The other young fellow I spoke about was a young man in his early 20s, a big, husky lad, he was obviously of Jewish descent. His first name, as I recall, was Eli and I'm not quite sure about his last name, but he drove for Hooperman Fruit.

Now, I have no direct knowledge, and he never admitted to me that he was an open member or a disciplined member of the CP. But he was constantly peddling handbills, distributing leaflets, and

harassing people about the leadership, particularly the Dunns and Carl Skoglund. Earl had not yet attached any significance to his role so he was not a target.

The Communist Party was very critical of the leaders of the strike. They were very critical of the way the strike was headed towards the contract. They had all sorts of weird ides on what we should be doing, and that we were interested only in getting an economic satisfaction of our demands. We understood, many of us, from the explanation given by Carl and Ray, Mickey the role that could be expected of Floyd Olson. And Olson was a very astute politician and his role as county attorney and Governor of the state of Minnesota, his performance in the Austin sit-down strike a year or so earlier, had cast some misgivings with some people that were a little bit concerned about Floyd Olson's real intent.

Now Ross claims that the Communist Party was organizing in the union. The proper way to put that would be disorganizing, because that was the activity that this young fellow was engaged in. And this company, Cooperman Fruit, had 4 drivers. It was a small company and their specialty was avocados and lemons, they were specialists in distribution and importing those two items, among other things, but they were heavy on that. And they had only 4 workers.

Now, this young man a couple of times had got into some bad situations where the officers of the union had to prevent some guys from literally tearing his head off, because he was way out in accusations. Now, throughout the entire May strike era, and after the May strike, prior to it, and in between the May strike and the July strike and during the July strike, the role of the Communist Party had been to attack the union leaders. And they were supportive of ~~Toland's~~ TOBINIS remarks, they were supportive in their criticism of the employers, and not in so many words, but the general tone ~~of~~ their leaflets and everything were that people didn't know what they were doing and then were irresponsible that these were Trotskyist people that were dishonest and deceptive and that the ideas of the strike committee were the idea of Trotsky and things like that. Now, when the vote come, in the final analysis, and this will conclude my remarks about this young man, and it's speculation in part because no one knows who voted who, but Tommy Smith, who was one of the observer/judges or whatever, along with I and ~~Penny~~ BENNY (?) Levine for the union, and who knew all the market workers, that's why he was appointed to the committee, and he was a market worker himself, his wife was a chicken picker. They both worked in the market district. And he knew intimately

the guys who were working at Cooperman's and at Beerman and Berry Brooks and Jack (inaudible), he knew these guys real well, and that's why the union selected him to be an observer for the market district. He spent quite a few years of his life there working for one house or another.

The ballot was for the union or for no representation or for the--some other thing, there were 3 parts on the ballot. Well, in the final analysis, the vote at Cooperman Fruit was 3 people for Local 574 and 1 person against 574. Tommy Smith swore by all that was high and holy that it was Eli who voted against the union. And Tommy knew the other three guys and he said there was no doubt that--they all told him personally that they voted for the union. So I believe in this instance that Tommy was right and I believe also that probably this young guy had some ideas and he actually voted against the union. And the record will show, if anyone wants to read the record, that Cooperman Fruit there were 4 eligible people, there were 4 votes cast and 3 were for 574 and 1 was for no union. And that's about the end of the remarks I have on that.

Now, I'm reading from the Minneapolis General Drivers and Helpers Union Local 574, the letterhead, which contained the names of the officers, which comprised the executive board for the

year 1934. Bill Brown, was president; now, prior to becoming president --well, that's wrong. In 1932, about, late in 1932, Bill Brown, who then had been president of Local 574 for many years, 8 or 10 at least, looked for Morris (inaudible) and he worked for Igle Transport.

George ~~Frozee~~, Vice President--oh, late in 1932, as I recall, Bill Brown was hired as the organizer for the teamster's joint council, so he was a full-time, salaried employee, but not a full-time salaried employee on the payroll of 574. The teamster's joint council paid his payroll. Now, I don't know the status when Bill Brown quit the joint council, I imagine when we got expelled from the union in March of 1935, that's when he quit the payroll of what do you call it, and maybe when we went on strike. I never talked that out with him.

George ~~Frozee~~ had worked for about 16 or 17 years for Swiller Transfer and Storage and he was their number one van driver. He done all the furniture work on the road. Well, he was number one man, if there was other different guys on it.

H. Hessler, was recording secretary, and he was a truck driver and he worked for Izzy Wolf. And I don't know whether he worked for

(inaudible) Transfer and Storage or Wolf Transfer, because Izzy had the two companies.

Sammy Haskell, secretary/treasurer. He was also a driver and he drove a Wolf Transfer and Storage truck. They were small trucks that these fellows drove, one ton, one-and-a-half ton trucks.

Bill Gray, Trustee, had been a teamster. I never knew Bill Gray to do any driving. No doubt he could, but he was at that time a helper, and he worked mostly around Swiller and Wolf, depending on where there was work.

Jay Nolan had the nickname of Babe Nolan. And he was a first class (inaudible) and he drove for many years for Starns, Mohawk, Hawthorn (inaudible), he also worked for Izzy Wolf at Wolf Transfer and Storage. Moe was a very good mechanic and he worked more time working on trucks and repairing them than he did driving them, but he was a very good truck driver as well.

Cliff Hall. Cliff Hall was not a member of Local 574, he was a member of Local 471 and he had a wholesale route and I'm not sure, I think it was one of the north side creameries, either the one that's up on Broadway and 3rd Street or Franklin. And he had a downtown wholesale route, and he used to get through about noon. And he had been hired by the union several years before. He was

working for the union, I remember, when we were down on 4th Avenue and 6th Street. And that was '28-'29, that period of time. And he had a (inaudible) and I think he was getting $40 or $50 a month and he was required to be in the office two or three afternoons a month for that salary. And his long suit was to go home, get out of his overalls, put a suit on, and then next time come down and sit in the office and write or read letters, and that's about all that the bastard ever did. And he leached that money off of local 574 all the years. And he was a snake in the grass all the way through. And that comprises the history of who the people were and where they worked at the time that I knew them.

Now, I want to get back to the other thing. That is a copy of a promise. Now, I had some discussion, which I never was able to adjudicate with ~~Farrow~~ FARRELL about the origins of 574. Farrow reports it in his book and it dates back to about 1915, and that's not so. My step dad told me, George Frozee told me, Bill Brown told me, Moe (inaudible) HORK remembered. The forerunner of Local 574 was Local ~~22~~ 23 ~~(23?)~~ And I don't know the date that it was started but it had been started several years prior to 1919, that's when (inaudible) 1919. In 1917, I believe it was in the spring, Local ~~22~~ 23 went on strike. I'm not exactly sure how long the strike lasted, but it lasted long enough

for the employers to wear the men down and they eventually broke the strike. And the men returned to work on a catch as catch can basis. And then they were suspected of activity in the union, never were able to gain employment (inaudible)

[N.B. this side of the tape is quite poor. Mr. Maloney's voice is fading in and out and he's quite difficult to hear.]

My step dad was one of them. As I remember the strike, he was working for S.J. Groves. I found out in 1980, when Moe (inaudible) and my brother (inaudible) and I were (inaudible) I guess a documentary, I guess you could call it, that George (inaudible) moderator or (inaudible) my step dad and (inaudible) father were employed on the same job as (inaudible), at least that's the way we pieced it together. And so the men went back to work in 1917, disorganized. Now the business agent of the union was ~~Dale~~ GALE Flagman, and I assumed him to be a Swede, because that's (inaudible) last name and I think it was (inaudible) F-L-A-G-M-A-N and all the people that I know that had that kind of spelling were all Swedes. And it may have been other than that, and he remained business agent and the union had some hard times and I don't know what happened between 1917 and 1919 (inaudible) International Brotherhood of Teamsters was haranguing the

officers of the joint council and the union to get rid of Flagman. And finally in 1919, in the summer, I believe it was, he summarily revoked the charter of Local ~~22.~~ 23

It wasn't too many weeks, a couple of months, maybe, before he restarted the local under the number 574. None of the specifics (inaudible) was that ~~Dale~~ GALE Flagman or any of his other officers could not be readmitted for membership. (inaudible) membership of the union reported Dale Flagman for up to about 3 years after that before he finally left.

Now what brought about this open shop agreement, yellow dog contract the old man called it, the Minneapolis employers destroyed the activities of the union. Although the union was still a union in name only, practically, they had a few (inaudible) George Day didn't have the scenery work then, there was another company who had it, and they got work there and I believe Swiller and Wolf they didn't discriminate against the fellows, but the rest of the companies would not have you around if they thought you had anything to do with the union.

So there was an era of real anti-union atmosphere going on, yellow dog contracts were possible, and I thought much, much later with Burt Keller, Burt Keller was a good union man at the time that he

was telling me this, he was working for Lindell (?) Transfer. I come into the industry in 1925. I didn't know up from down. I didn't know about this. But later on, when I got smartened up, I worked with a lot of the people that had signed the promises. There was a yellow dog agreement so the companies that had this agreement, they would have each individual man as a condition of employment sign these--they called them promises. And this particular letter came out of Minneapolis Transfer and Warehouse, that's who's era. It doesn't say here, but the guy's name here at the head of the list is Sam Olesky, and he owned Minneapolis Transfer and Warehouse and during the '34 strike he was one of the big honchos in the employers.

Now, (inaudible) of Local 574 (inaudible) the charter was not vacant too long, 2-3 months, I guess, at most. I believe what provoked the activity to get these going is the St. Paul drivers went on strike. Not all of them, but they struck the (inaudible), they didn't strike them all, they struck 2 or 3 companies and the rest of the St. Paul transfer and the Minneapolis employers got their heads together and they done the work of the struck companies.

Now I don't know how long the strike lasted 2-3 weeks, a month, whatever, but I'm sure that when the strike was over they may have

re-employed most of the people but they had them coming back crawling on their hands and knees. And I'm sure that's what prompted these letters to be re-circulated and re-signed. And Burt told me that pretty near everybody that had any kind of a more or less steady job or considered to be steady had to sign one of these bastard agreements. And they had a yellow dog agreement and it was patterned after--there was an American plan for unions around, they called it, and it was patterned after that. The old man told me about it and I found out later what it was about, and they called it the American Plan. And the Citizen's Alliance had a good hand in this too, they were pushing the American Plan and all that. But the purpose of these letters, was tied up with two things. One, because the St. Paul drivers started (inaudible) I forget their number, it wasn't 120, they had another number, and they'd been on strike, they struck but they didn't strike the entire industry, like they did in Minneapolis in '17. They struck what they figured was the strongest companies and the companies that was most vulnerable. The old man told me that all the other companies, and wherever possible the Minneapolis companies, would help out. They all got their heads together and they forced the union in St. Paul to back away and they backed away from the strike. And I'm

sure that's why these letters were re-circulated. And it was much later that I found out about it. So that's the explanation that I got on that, the (inaudible) you'll run into this again.

Riehle Where did you get them?

Maloney I got that out of the archives in Minnesota when I was back over there one afternoon.

Riehle Do you know where these other people (inaudible)

Maloney Who?

Riehle The other people that signed the letter?

Maloney Well, Furlman was one of the drivers, Lamson, it had to be. It was accepted by Chester Hoar, who was probably an officer of the company, probably the bookkeeper/vice president or something. But Sam Olesky owned Minneapolis Transfer and Storage and he was--he had a big, big building. He was down on 1st Street and 1st Avenue. They had a tremendous warehouse and he was mostly he had a big furniture storage warehouse. But there's a lot of data on the St. Paul strike and it's all tied in with the re-circulation of this letter. (OLE SEVERSON)

Well, my step dad had been a member of the IWW, he was a farm boy raised in Decorah, Iowa, a second generation Norwegian. And like was common, many of the people had no specific trades, who

had no education, and who were in (inaudible) manual laborers, so to speak, they would go to the harvest fields in the summertime, in the fall there would be harvest time, work on construction jobs earlier or whatever, railroads. There wasn't a great deal of highway work in the early days because the automobile hasn't yet made highway work a big factor, according to my dad. Highway work was local county roads and there were no highways like we know today. Roads between little towns, so most of the construction work, outside of building cities, was railroad. And now and then a dam being built. And the wintertime, of course, at that time there was no (inaudible) if you were going to work on construction work in the wintertime, so they went into the woods. The old man went into the woods in the winters and one winter he got badly hurt and when he got able to get around but still not able to go to work, he was a teamster, why he started working kind of a (inaudible) around in the galley or the kitchen. And he got to be pretty handy at it, and when he found out that the difference in pay wasn't all that great and the discomfort of being out in that cold, he said he took the rest of the winter and he told them he wasn't well enough to go back to work but he stayed for the rest of the work in there. And he'd been subjected to the experiences of the (inaudible) efforts to organize.

He told me about it. Friends would come to the house (inaudible) and for the most part they were Norwegian and sometimes they spoke Norwegian and sometimes they spoke English. I didn't understand Norwegian. And it was never spoken at home because only he understood and spoke it, unless his friends come in. And when I left school, the first year I went to (inaudible) I went with the old man (inaudible) engineer and he made (inaudible) and his was a contract tractor, the guy had a contract to plow for other people. He owned the machine and he owned that separator and he owned a (inaudible) and part way through the season the steam engine, something happened to it, part of the boiler blew up and they replaced it with a gas engine and the old man hadn't seen one of them, he said he could learn but he didn't. And the next year I went out is when I first come in contact with the IWW (inaudible) and (inaudible) transportation (inaudible) had Model T Fords (inaudible) Maxwells and they weren't good for long trips so you rode the (inaudible) and hung around the jungles and (inaudible). If you're going to ride the train you belonged to the IWW or they give you a hard time. And a lot of the railroad (inaudible) would ask you what you liked and if you didn't have anything they'd tell you, "Well, you better line up. You'd better get lined up." So

(inaudible) about 192(?) and I come back to Minneapolis and I was working around in the various trucking barns, and there was work and different (inaudible) companies and wherever you'd go to get a job. There were steady jobs for young men at my age were down at the bottom (inaudible) you were there and you didn't have any particular skill which you could apply to make you outstanding (inaudible) more and more (inaudible) people like me who were (inaudible) and thought there was a better way to go and not satisfied with a hell of a lot of things. I wasn't satisfied with 25 and 30 cents an hour or $2 or $3 a day. Those days were long and the work was hard and because you were young (inaudible) take advantage of you and give you all kinds of tasks. And for activities, it was (inaudible) there were no (inaudible) there were no (inaudible) go to hang around would be pool halls or (inaudible), not too much (inaudible) bootlegging, you know, so I used to go down and hang around the (inaudible) hall and down on Washington Avenue and occasionally drop in and (inaudible) place it when I was back in Minneapolis in (inaudible), it sticks in my mind as being on the north end of Washington on Marquette, close to the corner of Marquette, there was a (inaudible) theater down there and in that block and they had a storefront business, a lot of

people moving in and out, because down there they had all the skid row and they used to have (inaudible) and at that time they had the (inaudible) they had a comfort station (inaudible) it was a kind of a triangle and the street cars of course had a transfer point and they had what they called a comfort station, a restroom (inaudible) and when you'd get off the (inaudible) streetcar ride from wherever you were coming and going, if you had to go to the john you could go down there and they had restrooms for men and women and they had a little bit of a lounge and a waiting room where you could wait, and (inaudible) a lot of times you had to wait for the streetcar and (inaudible) there was a waiting room, a restroom, and down there on Second Street and the area a little bit north of there towards the river more (inaudible) called that Bridge Square, and that's where the radicals would hold their meetings. The Socialists would be there and the radicals would be there and the (inaudible). But at that time, I didn't know a great deal about the other people in the political movements, the only people that I could identify with or about were the IWWs and they seemed to have a (inaudible) about every night and they used to go down there and they'd have --they actually had a soap box (inaudible) and they had (inaudible) where they could put the flag. You were supposed to have (inaudible)

they had the flag and they put the flag up (inaudible) and most of the time (inaudible) people didn't pay a great deal of attention. (inaudible)

[there is quite a bit of speech here that I cannot here]

...so that if anything does happen and a situation arises they will be able to take command. Well, it was a little over (inaudible) but later on, as I read more about it, the idea became clear to me what they were doing. And about that time, or just prior to that time, but around that time, the IWW had sent a delegation to (inaudible) and the IWW had come back and they were finding that they were hostile and, of course, they had a unique way of hanging names on things and people and they called the paper of the ~~Community~~ Communist Party, which was called *The Daily Worker*, they referred to is as the "Daily Jerker." And they would be after the Communist Party. And they were sometimes kind of vicious about it (inaudible) with them. Well, that was my first experience with trying to crystallize the IWW for what role they were playing, and, frankly, it kind of attracted me, because they had a lot of good speakers, they had (inaudible) a lot of stuff to read, (inaudible) too much interesting (inaudible), (inaudible)

[n.b. there are several minutes here at the end of the tape that are completely inaudible]

[end side 2]

Tape #3

Dave Riehle interview

with

Jack Maloney

Maloney When the Crash hit, and it was announced, and the newspapers were reporting these guys jumping out of buildings and committing suicide, it didn't seem to have the immediate effect in Minneapolis, at least as far as the trucking industry was concerned, because the orders that had been placed and goods that had been in the warehouses had to be delivered. And that went on in a normal pace the fall of '29. But in the spring and the late winter and early spring of 1930 is when you noticed that something was wrong. The places that used to start up and get ready for the summer work weren't starting. And, of course, that created all sorts of side effects, and as it deepened, people who were employed on what in today's language would be the stand-by crews, they started to lay them off. Or earlier, before '29, they'd start to add to that group, they were the winter men, and then they started cutting our pay first, laying them off second, finally just abolishing the whole goddamned thing, just quitting the whole goddamned business.

Not so much the trucking companies quitting entirely, but they'd get down to a skeleton operation. But the companies that they were carting for, they just quit. Warehouse companies that were handling merchandise have to depend on turnover, that's where they make their money. They'd get so many cents per hundred

pounds for when they handle it this time and so much the next time. Well, when the goods don't move there's no way in God's world where there's any income. And they started laying people off. There was no movement. They started saying, "Well, hell, I've got rent here, I've got expenses, I can't make it." And they hung on as long as they could, some of them, and they just hung up the yellow flag and said, "That's enough, we quit."

And by 1931, it was pretty goddamned severe. Most of the truck drivers I knew, and I knew quite a few, we all had Salvation Army books in our pocket and we thought we were working. We didn't consider ourselves unemployed, we'd come down in the morning and hang around and some days you'd get a little bit of work, some days you'd get none. There'd be a day when you'd luck out and get the best part of the day in. You couldn't make it so you'd register with the Salvation Army. You had a little book in your pocket, 3 coupons each day for a meal and you'd go and eat there. If you wanted to, you could sleep. They had areas around town, old buildings that had been vacated, warehouses, but when you slept there they'd de-louse you. They sprayed that shit on you and everybody knew where you were the night before, so a lot of guys didn't like that. But some nights when it was real cold, guys would

stay downtown. But it was kind of harrowing before the ceiling--well, the city reluctantly come to grips with the fact that there was a hell of a lot of people who couldn't work. Not that wouldn't work, but couldn't work. And the city fathers were forced to admit that in spite of anything that anybody said they weren't going to be employed in the next foreseeable future, either. And they arranged certain things and the press of these events, they put into motion other things that brought about more changes.

Now, during this period of time, there were literally hundreds of people each day that were resorting to get relief. At first, it was kind of a stigma, but then when you found out that your next-door neighbor and the guy on the other side of him was in the same boat it didn't seem so bad anymore. And once that hurdle was overcome, then people started doing something about it. They said, "Okay, so we're on city welfare, we're on whatever, it's not adequate, the diet is lopsided. We haven't got any coal, we can't keep warm, they shut our lights off, they're threatening to shut the water off." The city was aware of all of this and in fairness to all, I don't know who, except necessity, that provoked some of these demonstrations. I know in the winter of 1931-32, we'd be coming in early In the morning and you'd see people walking in the courthouse because it

was their day to get their relief order. This was about a year and a half after--a good solid year after the stock market had crashed, 15 months at least. And earlier than that, Minneapolis streetcar system had what they called an honor system. If you were downtown and didn't have any money, you got on the streetcar and you asked the conductor for an envelope. And he'd give you a little envelope and when you got home, you'd put a stamp on it, it cost a penny, and you'd put the nickel in and you'd mail it in to the streetcar. That was because everyone was considered honorable, no one was going to beat the streetcar company out of a nickel for a ride home. And by and large I guess it worked pretty well.

Well, when more people were out of work than those that were working, there was move envelopes that were being put out and fewer coming back than ever and they discontinued the envelopes. So people learned that there were no more free rides, so to speak, which was one of Carl's favorite expressions, so people had to walk. Well, at best, from about one o'clock in the morning until five, the entire city of Minneapolis was on what they called the owl car system. The cars run once an hour and they were timed in such a manner that they'd meet downtown and you could transfer and go from one end of the city to the other without too much interference.

So the people were walking to the courthouse. They wanted to get there first, because those that got there first would get to the window first and it follows they'd get their replacement order for groceries first and they'd get home and they'd have something to eat. Because mostly those vouchers for food that they gave were insufficient and they were lopsided. They didn't give the people a choice, and if you ate it long enough you got scurvy and everything else because there was no balanced diet.

So out of this came unrest. Some people would get there early in the morning and the big caseload and at 4:30 at night or 5, people still waiting to be served and people couldn't go home. Well, all hell would break loose.

Now, it would be damn unfair, like I remarked in my notes, to say that the Community Party didn't organize some demonstrations in this period. It would be damn unfair. It would be just as unfair to say that all the demonstrations were organized by the CP. I think there were more demonstrations that were spontaneous or organized demonstrations by heterogeneous groups, not acting in concert, than ever were organized by the CP. And I'm not trying to put the CP down. They did put on a couple of good demonstrations. And in my opinion, like I have commented, there isn't a bit of doubt

in my mind that they took credit for a lot of goddamned demonstrations that they had absolutely nothing to do with. Now, you've been around enough, Dave, to know that you get out on the picket line and everything is going along smooth, all of a sudden some shenanigans happens and the things boils over. It wasn't planned that way, nobody charted it, it's a spontaneous reaction and that's it. And that certainly is the truth in some of these demonstrations. People would be laying around the courthouse, waiting to get their order filled, and the clerk closes the window and says, "Well, my day is over, folks, sorry. Come back tomorrow." Tomorrow ain't their day. Their day to get their order filled was Tuesday, not Wednesday. So they come Wednesday morning and the clerk says, "Well, you were supposed to be here yesterday." What that kind of shit don't get it, and they know it. And they saw it, they'd blow their goddamned top and away they'd go. Well, these are the way things happen. And I know that there were people in Minneapolis who would no more think of supporting an organization, organized demonstration put on by the Communist Party than the Catholics would think of going to the synagogue to worship, yet inadvertently, many times, they were involved in these things just because of circumstance. And it's true, the CP put on

some demonstrations and a couple of them were goddamned good ones.

Riehle What do you mean by the pork chop riots?

Maloney Well, the pork chop riots were given the name, the people referred to them, they were fighting for food. And I don't know who really started the pork chop

Riehle Was that down at city hall?

Maloney Yes. The diet that they had given them, the order would be salt pork, oatmeal, flour, all staple foods. A mother with nursing children, a mother with young children couldn't--you wouldn't starve if that's all you had to eat, but it wasn't anywhere near a balanced diet or a rational diet. People were squawking about it, they wanted a better choice, and they had a list of commodities. When you got this order and they'd instruct the grocer you can have 1 pound of this and it would be filled from commodities on the back of this list. And lard, and no butter, and you had this and that and so on. Well, I don't know if they got their name from the newspaper, but I wasn't in this, one time they had a big, big demonstration. The courthouse is on 3rd Avenue, 4th Avenue, 4th Street, and 5th --between 4th and 5th Avenue, ain't it? Well, they marched--I don't know where they were going, but they marched

them I guess up to 6th Street and they turned them left on 6th Street, headed towards Hennepin Avenue. Well, they got on 6th Street and on the north side of 6th Street at that time there was a big market called the Security Market or Sanitary Market. I think it was Sanitary Market. Mostly it was meat but they had other foods in there, but not very much. It was basically it was a meat market. Well, the parade got right in front of this Sanitary Market and they stopped. And somebody got the idea that they should go in and pillage that market. I wasn't there. I remember reading about it, the comments. There was no TV, on the radio, we used to have radio news. Like a swarm of locusts one guy described it. They walked in and when they left there was nothing there. And everyone that night went home and had pork chops. Now, whether that's where they got the name the pork chop riot or not I don't know. But they cleaned that market out, they claimed. They just went behind the counters and the butchers ran. And I don't know if they got into the lockers, I don't suppose they had the time to cut up any meat, but the story is that they cleaned out everything.

Now, there was a lot of a canned stuff that's in a meat market, a lot of prepared foods and packages and cans. That went. All the meat that was in the showcase went, all that packaged bacon and strips of

--well, the whole fucking works went. So they got the idea and they done that a couple of times. And then they took precautions so that they had plenty of police around so that nobody robbed them markets anymore. And that led to the decentralizing of the relief. And they had riots. My brother, Jim, he was in one of them. Maybe more. But in one of them they broke into the telephone company across the street to get away from the gas. But the courthouse in Minneapolis, on 4th Street, it's at the ground level. There's a hill going to 5th Street, as I remember it, and 5th Street there's a moat, there's an area there or used to be, still has got to be staying there yet, there's 20-25 feet, the sidewalk has got a barricade on it, a wall, and down below there's 15 or 20 feet so they've got access and air down there. Well, now on 5th Street you're probably at the 3rd floor level from where you come in at 4th Street. Well, judges were holding court and in those days that's when they had the hopping teargas. They'd shoot that teargas and it would hop after it landed. Now, if you had a glove on and caught it real quick before the second or third hop, you could pick it up and throw it back and it would explode on the other side of the fence, now on your side. Well, that's what they were doing that day, and the judges had to recess their courts. And then they marched the people up the

streets and they finally recognized that the only answer now was to decentralize relief. So they had the relief I guess from that time on in areas more adjacent to where you lived. Maybe not right next door, truly, but if you lived over in north east, they probably had a place on Central Avenue somewhere convenient for the people living on the northeast of Minneapolis. And up on the northsdie, they probably had another area, a smaller location, where you went to get your relief order. And it does two things, of course, it makes it handier for the people but it prevents mass congregation of people getting together and raising hell again.

Now, it wouldn't be fair of me to say that the CP had nothing to do with that. The CP had something to do with it and so did every unemployed person in Minneapolis, and I'm sure that the CP, when it was a successful demonstration said, "We organized that." That could be, but there is a hell of a lot more of them that were spontaneous.

Like anything else, somebody starts to scream and holler and the next thing you know there's a beef going on, and that's the way that--not the revolution, but that's the way these insurrections are going to start someday about in these trade unions and against these politicians. And if this is true what I heard the other night in our

union, where they shut the doors and said, "No, you son of a bitch, you work for us, you stay here until we get through with you. You can fly planes tomorrow. Tonight you're here." That's got some meaning if it's true.

I haven't found anyone yet that was present at that meeting, because I wasn't feeling good and I didn't go. And no one has called me and told me about it. They might have called and I wasn't home or I didn't hear the phone. But that period of time, the area when they identified them and a lot of people called them pork chop riots, they were over food. The welfare orders, that's where they got their name. That's the only significance I know about.

[interruption in tape]

In 1934, '33, the period of these quote pork chop riots close quote, they had been prominent in gaining their importance a couple of years earlier. In 1934, my activity was concentrated, what free time I had, it was around the union. There wasn't much free time, working and trying to make a living. And there was no activity, really, for the general drivers, other than the coal haulers, predicated at that time. It's kind of a mystery to me that the coal haulers were able to do what they did.

So in 1933 and in 1932, that's when these activities were most frequent, and in '31 as well. It follows, Dave, that some of the old radical people had to be included in the demonstrations. In what capacity were they there and to what degree in numbers? I don't know. I didn't know a lot of them, even in '34, I wasn't identified with a lot of older Socialist, Communist people. I didn't know them. It's fair for one to assume that if they had been interested they would have been there, but to what degree and to what amount I can't answer. I do know from guys telling me and from what I understood, that in several unions there were people, even in the open shop city of Minneapolis, there were unions and there were good union men, and suddenly, because of the Depression, they were out of work. And there was no way back. Some of them had been scared by the Red raids, some by the ~~Golfer (?)~~ SOMERS raids, and some were just naturally twits and Casper Milquetoasts that didn't want to get involved and didn't want to be involved with anybody that was involved. But when you're hungry and your house is being jerked from underneath you and your roof is being taken away from over your head, you suddenly come forward with a lot of courage at times. So maybe there was a difference in feeling, but at that time, I didn't know people.

Now, among the people that I later on become to know that were in the Communist League of America, to the best of my knowledge there were about 15 or 20 of them around Minneapolis. And they were having their problems trying to stabilize their own orbit. They'd been kicked out of the CP about the time that the shit hit the fan in the Depression. And that's quite a thing too, you know, when you've given most of your active life to political activity and suddenly have somebody say you're out and then tomorrow start facing a slander campaign that follows it. And there's nobody around to repudiate it and you've got no opportunity yourself. You don't have a press, you don't have a means of getting around. You're in the labor movement a lot of guys didn't like you at first now find a reason to cut you down. A lot of people don't want to be seen with you because they don't want to have that brushed off on them. So the handful of people that were in the Communist Party and expelled or driven out, they had their hands full. And hardly did they have time to set up the apparatus to set up these demonstrations. Big demonstrations that are not spontaneous take a mountain of planning and a hell of a lot of hands to pull off, you know that.

So here we have a group of people that are eager to get out and start agitating, the people who had expelled them would say "Don't listen to them people, they're bad. We couldn't stand them, we threw them out." So what kind of support--how far (inaudible) getting expelled from the Communist Party, he was on the ticket there for United States senator. I've got a tape home someplace from ~~Cy~~ SY BARACH ~~Barok~~ I think and Fanny relating the horrible things that happened when they got expelled and pointing out that here's Ray, who just a few weeks earlier had been the ~~Community~~ COMMUNIST Party candidate for senate from that district, now was being physically abused, being slandered, being persecuted to the nth degree, it's a pretty hard thing to do. So you go someplace and you want support and you run into people who say, "Don't have nothing to do with them son of a bitches, we found out that they're turncoats, they're this, that, and the other."

Now that's quite a revelation. And people accept it as good coin until you get around to try to disprove it. And the easiest thing in the world, in my opinion, for people to accept as good coin, is gossip. They don't seem to want to sit down and sort the facts out from the chaff. They're willing to take the whole ball of wax and

say, "Yep, the G-men got them, they've got to be guilty. That's it." Somebody said they done this and that's it.

So the handful of people, Carl, Ray, ~~Hoover,~~ COOVER Louie, CR and his brother, Chuck Johnson, Fanny and ~~Cy Barok~~ SY BARACH *, a couple of more that I might have skipped, they didn't have an apparatus to go out and put on big demonstrations. I suppose they were down there, mingling in and watching what was going on, but I don't think that they were in receipt. And the driver's union, from the standpoint of being a member of 574, not in the coal section, the union was asleep on its feet, we didn't participate either. We didn't go down as a union, that I know of. It never come up officially in the union that we go down there. We might have had a letter, "please support us," and we made a motion to accept and file or something like that, but if Cliff Hall got such a letter, I know goddamned well where it went, into the wastebasket and it never went to the members. And that's what he used to do. He'd get the mail, he'd go through it, he'd select what he wanted read, and the rest went in the shithouse.

So that's why he thought when the letter come from Tobin. I happened to be at a meeting that night when Tobin's letter come that we should go out now and go out to organize the beer drivers, when Bill (~~inaudible~~ BROWN) made his famous declaration. As long as he

* CARL SKOGLAND, RAY DUNNE, OSCAR COOVER, C R HEDLUND, P G HEDLUND, LOUIS ROSSMAN (MEMBERS of MPLS BRANCH of COMMUNIST LEAGUE of AMERICA (TROTSKYISTS))

was president or as long as he was a member, there was no goddamned way that Local 574 was ever going to go out and raid the brewery workers. Any guy that worked where beer was manufactured was going to stay where he damn well belonged, in the brewery workers union. He said, "They brought them unions with them from Germany and that's where they're damn well going to stay." That was our role.

Now, Cliff Hall allowed that letter to be read because this was his ace in the hole, they we were going to organize somebody. He'd been writing letters to the international for help in organizing every once in a while, and getting the same kind of letters back. "We haven't got no staff. We've only got 6 people. We can't afford to send an organizer out there any time anybody wants help. You've got to help yourself." That's the line that Tobin preached.

So I don't think, Dave, just in reminiscing here, that the people that were in the Communist league as a unit participated prior to the May strike period. After the coal strike, in doing anything about the unemployed. But, Carl Skogland was talking about it to me almost from the day I first talked to him, that a different approach had to be made to the unemployed because, he said, "The unemployed have to be made to understand that the fight of the union worker is

their fight too." And he said, "If you explain it to them properly, if you orient them properly, if you line them up properly, they will be your ally, never your enemy." And nothing could have been more true in the summer of '34. And what Carl said there in the winter of '30. Because that's where we got our support. We got our support from the unemployed.

When James Ryan was out here, he wanted to know from me about the activity that the women played that were on the strike committee of 1934. That kind of caught me up short when he first said it. I said, "What are you talking about?" There was a lot of women in the industry but none of them on the strike committee. "Oh, yes, there was," he said. So he proceeded to name--he had them memorized, 3 or 4 of them. So the names were Minnie Crickten, Fay Siperling, Jean Hoaglund, and Edith Olson. Those were men that he thought were women because of their names. I'm going to give you that little thing

Riehle Edith was a man?

Maloney Edith was a man. So way Fay Siperling, and so was Minnie Crickten. Now, normally speaking, you see them names and you'd think we had some women in the act, and he wanted to k now about it. And he was disappointed when I told him. Fay Siperling was

almost a dead ringer for Groucho Marx and smoked a big old stinking ropo (?) all the time, it was one of them cheap cigars he was always chewing on.

Yes, now we can get off the air. I assume you'll be going over this stuff?

After I'd had a few talks with Skogie and we'd got a little bit more solid on some things, and he'd explained to me the aim of what he and Ray and others had figured out, he said that they were trying to get into the driving industry. Now, Carl admits in his relation of events to Halsted*, that he went into the drivers union immediately when they got expelled, apparently, from the Communist Party. I can't quarrel with that because he's not here to discuss it with me. But I remember Carl telling me after about the --when we got so we could sit down and talk about things, other than just lay the groundwork for it, he told me that they had decided that the proper place to go from the organizational standpoint of the Communist League--now, he didn't say to me, but apparently this thing had been discussed before they left the Communist Party, among them, but apparently they had been restricted or determined it was too risky or it was an adventurous idea, I don't know, it's strange that all of a sudden when you leave some place you are united on an idea

* INTERVIEW WITH FRED HALSTEAD

of that magnitude. It seemed to me that they'd had previous discussion.

And he goes on to tell me that they felt that the key to the entire city was through the transportation union. The most effective was the drivers. Everything depended on transportation. And he said that they had concluded they were going to make a run on it. They had the (inaudible) and they had to get into it. Now, they were a specialized field. They were in the coal section and there was an existing union called Local 221, ice and coal haulers union. They had a contract or a verbal understanding with Cedar Lake Ice and Coal, which was a patronage arrangement. If you were a union person and you believed in the union, you bought your coal from Cedar Lake. Later on, somehow or another, Hawthorne Fuel--now I don't know when that happened, Hawthorne Fuel arranged a contract, verbally, I believe, an understanding maybe is a better word. If there was a contract with Hawthorne Fuel it had to be that all men working here shall belong to the union and be in good standing and pay dues, and that's about the limit of it, knowing Cliff Hall. If you bought your coal, you had to buy it from Cedar Lake. Carl said that they knew that they had to go through the chairs, they had to go get accepted by Guider (?). They tried to get in the union,

they tried to get into 221, Carl told me. I don't think they tried too hard, because they knew that that was a specialist union and they really had no place to go. They wanted in the driver's union but they had to establish a record. And Guider had no part of them. And the big thing that he used against them was that Skogie and Soderburg* were truck owners and that they were foreclosed from coming into the union because they owned more than one truck. Now, I didn't know that at first, but a couple of other fellows told me. "(~~inaudible~~) that guy, kid." I said, "Why?" They said, "Oh, that guy's a Red." "Oh, what difference does that make? That's what they said about my step dad." They called him a Bolshevik too. And I said, "I don't know if he (inaudible)," I hardly could say it. "Well," they said, "what's more, he's a truck owner." That's why they had words against me.

Now, the way I understood it, how that come about. Ray first went to work for Delate & Dixon many years earlier. And through the passage of time, Ray became very essential and he became kind of one of the Delate family; he was a big--they treated him--he made himself felt. See, Ray had been in as a truck driver. Him and Ray ~~Rainbow~~ got booted out, they were working for the Wells Fargo Co., and they got kicked out of the union in the Red scare. That's what

* MARTIN SOBERBURG, MEMBER OF THE COMMUNIST LEAGUE OF AMERICA

they tell me is that they got accepted. I don't think they'd lie to me about it.

So Ray become the weigh master and the yardman. Delate and Dixon at one time was a lumber yard too, in addition to being a coal yard. So in the summertime, they sold lumber and in the winter they sold coal more than lumber because there wasn't the activity. In the summer they balanced the work off with lumber. But Ray had a stead, year round job with them.

Now become the problem

[end side A, begin side B]

Maloney Is that okay? So the job of transporting the coal in the wintertime became a problem. They were a small yard. Their yard was located up on the northside, I think on 21st Street and 2nd--21st Avenue and 2nd Street. And I don't know who was first employed. I always assumed Carl Skoglund. And I don't know when Carl come in there to own his own truck, but it must have been pretty early after he got kicked out of the shop. And Soderburg probably was around there too. Soderburg might have been there first, I don't know. Anyway, between the two of them, add Ray Dunn, they were reported to have either 3 or 5 trucks. And Carl drove one, Soderburg drove one, and

they were sure of getting first and second hauls. Ray was the weigh master and Mickey Gund drove a truck.

Now, ~~Louie~~ Louis Roseland was a carpenter and in the wintertime there wasn't a lot of carpenter work so he come down in the coal yard. And some other people probably around there, and Grant then found his way, but I don't know if Grant was around in the coal yard at Delate and Dixon. But they had these 4-5 trucks 3-5, whatever it was, and about the time that I met Carl, shortly afterwards, Delate and Dixon, Burwin, Ford formed company called Fuel Distributors. They all joined together and they were down off of Western Avenue, about Colfax or something, where the Munsingwear plant is, you go a couple of blocks, down by the old Powers Garage. Back in there, on that trackage. There's a lot of railroad yards in there. There was a big yard in there called ~~Burwin~~ Berlin Fuel--I mean Fuel Distributors, they merged. And that's where they got their heads together and started talking about the union. So Carl was trying to get up into the driver's union. He told me that originally he'd tried to get into 221 and Geiger didn't want them there. And he used the excuse, one, of course, he Red baited them. The big thing was that they were truck owners. They owned a fleet of trucks. And at that time, Grant (Dunne) was around, down there in the Fuel Distributors yard, Grant

was there and I don't think Grant was driving. I think Grant was helping. And doing the carrying, and on WPA part of the time. And Ray Dunn, after he got let out there, he was on WPA, but Grant stayed down in the coal yard. And Ray, when they let him go as weigh master down there, well, he had to find a way to take care of his family and he had his mother living with him and he had 2 kids, so Ray went on WPA and so did Grant. Grant had 4 kids and his wife and they had to have some more income than what they could make sometimes in that coal yard, especially in the summer. So Grant was on WPA.

And when Carl told me that Geiger wouldn't let them in, Carl kind of snickered about it because they didn't want to get in there, they wanted to go into 574 and they went to Brown and told him that Geiger wouldn't take them. And Geiger--now Geiger was an ambidextrous bastard. He was a professional business agent. Anyplace you could make a buck, that's where he was. Now it didn't always necessarily mean, Dave, that you had to be employed and be a member of the craft that you were representing in the Teamster's union. Hall was not a member of our union. Geiger, at one time, represented the tea and coffee grinders, and they were a drying up outfit. And they probably couldn't afford to pay per capita tax on

him, too, and he moved over into 221. Now, I don't know where his original book was, but he was floating around. And it turned out later, George Geiger became a politician, he become an alderman in the third ward. When beer come back, the smoke cleared away, he wound up with a tavern. And later on when the smoke--fog lifted, the son of a bitch was proved to be on the payroll of Cedar Lake Ice and Coal only he was on the payroll of the union, too, which is not at all uncommon. He was getting --I don't say that he had a weekly check coming out of Cedar Lake, but he was getting pieced off by Cedar Lake. He was around, and Carl was pleased, it seemed to be, that they didn't get into 221, because that would have knocked everything in the head. Their program was not confined to the coal section. And that's where so many people had problems.

The coal drivers were not part of the July strike. Now, in body form, they were, occupationally no, if you understand me. They had a contract covering their work. That contract would have carried them in through the fall of '34, and into February of '35. I believe that was a one-year agreement, no longer, but it didn't end with the 1934 season. So they were not permitted to vote, they didn't have a vote.

A lot of people say to me that was a small amount of people that was on strike. We had the town tied up. A lot of people didn't operate trucks but the vote centered to 166 firms, the group that called themselves the Employer's Advisory Committee, that spoke for the cartage section of the industry, plus a few strays here and there. Some people can't understand how--I mean the general driver's union, the union can be on strike and part of it not involved. I don't think you have any problem. The coal drivers, they had a specialty contract.

Now one of the things that Geiger was carping about was that we should have transferred the coal drivers over to his union. Well, he was only concerned that another 700 or 800 drivers, as compared to the 300 or so that were working for Cedar Lake, but his standards he'd have got a chance to double his salary. I know how that bastard thought. If he was getting x-dollars and 300 people, that's about the payroll Cedar Lake would have, except when they were harvesting ice. Now you're going to get 700 more. Well, I'm getting x-dollars for 300, I'll get triple x for 700 more, won't I? That's what he was thinking about. And there was some talk. The theory was in the teamster's union, the general driver's unions were chartered when there was not enough drivers in a particular

category to support, maintain (inaudible) in that specialty. And it was Tobin's pattern that as soon as there was enough people in a particular group to give them a charter and set up a unit and call it local 123, because Tobin was canny enough to know that when you had 2000 people in one union you had a hell of a lot more clout than you did having 2000 people in 7 unions or 3 unions or 4 unions. So his idea was to desegregate as much as possible. And, of course, that was alien to the ideas of those in 544, who planned the union. They wanted one big union, industrial. And we had it set up in sections. We had one craft, like the van drivers and the household goods and the furniture drivers in the department stores and so on will meet the first Tuesday of each month. They'd have one meeting. There'd be a general business meeting one day a month that all the other crafts would go to, and in the meantime the guys digging graves and working in the cemeteries and things like that, they'd be invited to another meeting. That was the way that we had it set up. Tobin wanted just as quick as you could get enough money, enough men to support an office and a business agent, get them off in that little local union, because then he could control. And when the fight came, which we knew was inevitable with Tobin, and there's paperwork on it, to prevent Tobin from lifting the

charter, we knew it was coming. And there was some talk then. But there was a conflict of interest. The ice and coal drivers wanted their drivers somebody else, the cab drivers wanted their drivers, and they would have piecemealed local 574 up if they'd had a chance. And the aim of 574 was to remain intact as long as possible. And do it with the intent of surviving and living in that atmosphere, but it was pretty hard. We didn't do it. Tobin had his mind made up and old John ~~Gary~~ GEARY * was over to the union 2 or 3 different times, hounding us for the per capita tax. We should have paid the per capita tax, we should have paid the initiation fee, and the union, at best, had been paying 150 to 200 men a month. There were times when it was down below that, never did it exceed the bracket of 150 to 200. Suddenly, he's getting dues on close to 5,000 or 4,500 or in that area. You'd think he'd have forgiven all that. You big elephant, what are you doing up here?--so our aim was there to try to keep the union within the AF of L in the one unit. And Tobin, of course, figured if he could chop it all up there wouldn't be enough there to support it and, therefore, if he couldn't win one way, he'd damn sure win economically. But it didn't happen that way, thank God, and we managed after a year and a half to live it down. But it wasn't because Tobin wanted it that way.

talking to the cat in the room

* INTERNATIONAL VICE PRESIDENT OF TEAMSTERS UNION AND STATE UNION OFFICIAL (LOCAL 120)

The people in the union were able to overcome it, Dave, and that took one hell of a job. And there, again, we've got to give so much credit to Farrell, because things weren't easy in them days.

Well, I knew about Floyd Olson more, I guess, than I knew him. Now, he was raised in North Minneapolis, up in the Basset Creek area. It was at one time called Jewtown. And the story is that Olson could speak good Yiddish as many Jewish people, and he developed strong early boyhood friendships that continued throughout his life. He was loyal to them and they were loyal to him.

Now, his father, Mike, was a freight handler on the ~~NB~~ NP* Railroad, now on 2nd Street--no, it was on 1st Street. And he was a good drinker and if you had a drink with you, if you had a Mickey, as they called it, it wasn't too much in the bottle you'd better yours first because he was a good, hearty drinker. And he grew up in that neighborhood there in Minneapolis. He was Swedish in a Jewish culture. And he, of course, I don't know anything about his life, he was older than I by several years, but his history and his life reports that as a young man he bummed around the country, went to Alaska and worked on the docks in Seattle, worked on the harvest ~~seals~~ fields, and done what young, footloose men did during that period of

* Northern Pacific

time. And he came back to Minnesota and went to law school and become a graduate lawyer and passed the bar and started in practice.

And somewhere in the '20s, middle '20s I guess, it would have to be, maybe the later '20s, he had ingratiated himself in the political circles and he become elected county attorney. Now, in the process, as the story goes, and I have no reason to doubt it, he got to know a lot of fellows who made a living on the other side of the law. And he seemed to get along and function pretty well with them. And I believe it was about 30--1930, that they decided--it might have been 1928, they decided to run Floyd Olson for governor.

Now, at that time, and for several years earlier, we'd had Republican governors in the state of Minnesota. Notwithstanding the fact that the Farm Labor Party had a lot of people in it, they still had Republican governors. I think the fellow he succeeded was a guy by the name of Price, it was spelled different P-R-U-E-S-S or (PREUS) something, but they pronounced it Price. And Olson was elected governor by quite a good majority, I think.

Now, the fellow that succeeded him was Ed Goff.

Riehle As county attorney?

Maloney

County attorney. Now, Art Goff was Ed Goff's brother. And it was common knowledge around Minneapolis and Minnesota that there was a certain amount of pinballs, slot machines, and things like that, jukeboxes and they were generally considered to be in the domain of the syndicate. Well, the head man that portioned out the area's districts and all of that was Art Goff. If you wanted anything like that or any concessions or whatever you went to Art Goff. And, of course, Ed Goff figured in this, but I never got involved in that deep enough. I didn't have no occasion to, and there was some hanky panky going on. Then there was a big scandal with the highway commission and the highway department, the oil, there was a big scandal about the oil. And Babcock and Ellsberg--I think Ellsberg was the highway commissioner, I believe they all wound up in the ~~bueker~~ bunker*. There were some pretty ripe scandals about--there used to be a lot of roads that were oiled, they were gravel, but they used to lay the gravel down by oiling it and they had some tremendous swindles on buying that oil and selling it back to the state. No one can prove that Olson was mixed up in it, but it's hard to believe that one that knew all these people didn't know what was going on.

*jail

Now, Olson never lived in an affluent house. He's a common guy, he didn't seem to have a lot of money and great magnificent castles or anything that he lived in, he seemed to be just a common stick. But I think he was playing both sides of the street. I'm sure of it. And the --some people around the state were --they were suspicious of him too, but he managed--he was a pretty adroit politician and very astute and he managed to keep his hands clean and no one could lay a glove on him. But he was a magnificent crook, in my book. He was able to con people and he done a first class job on it. He, of course, had everybody in the labor movement believing that he was the second coming of Christ, and you could get into some awful arguments by mentioning that Floyd Olson was somewhat less than Christ, they wanted to tear your head off.

The leaders of the drivers had him well cased, they told him for what he was, a super opportunist, very suave politician who would sell out his own mother to accomplish his ends. That's roughly the way Carl and Ray described him. And the years the passed, I saw no reason to dispute what they said. The only criticism I have, I don't think they went far enough. And still there was no evidence that Floyd Olson had accumulated a lot of personal wealth for himself.

Now, when the 18th Amendment was repealed, Minnesota had the local option thing. There were 22 districts in the state of Minnesota. Each district has the option on how they wanted to disburse liquor. The story is that the boyhood chums, who were mostly Jewish, of Olson, wound up with 18 or 20 of those distributorships. The big one is the Morey Eben, Ed Phillips family. Now there's a very, very interesting thing. Izzy ~~Wolf~~ Wolk's office for ~~Wolf~~ Wolk Transfer and Storage was on the northwest corner of 2nd Avenue North and Washington. Next-door to that was the Elgin Transfer and Storage. And next door to that was Ed Phillips and Son. And Ed Phillips and Son was a distributor for pop and near beer prior to the repeal of the 18th Amendment, and they got into beer and liquor after the repeal. And they are multi-multi millionaires today. And one of the columnists, Dear Abby or the other one, is married into one of that family. Morey Eben is one of them. He was one of Olson's chums. So whatever happened to Olson, he stayed close to his friends and all them hoodlums and guys that was around they had the liquor, the options in the districts. Izzy ~~Wolf~~ Wolk, through his trucking company, had the contract with the government to pick up the seized stills. Well, they used to catch a guy bootlegging and he had a still set up, one of

Izzy's trucks would go out and pick it up. And he'd bring it in to the warehouse. I worked down there occasionally, I didn't work there steady. You'd come in with the truck and the still and you'd leave it on the truck and the guys would tell me that the next morning that the truck would be empty. The obvious thing was that during the night someone had delivered it to another place, probably the guy that had the truck taken from the house on 50th and Colfax and found another place over on 49th and Humboldt and set it up in there during the night.

Well, there were some kidnappings in Minneapolis, Hamms and Schmidts. There was a big case about the Hershel money, and they* snatched Izzy ~~Wolf~~ war. Now, Izzy was charged with his company handled the some packages and freight was handled through his company and that Izzy would tell them where it was and where the freight come from. That's all they wanted. Izzy denied it, he stood his ground, and Izzy wound up in the Federal pen for 7 years. He got a 7-year sentence out of it.

Now, after he was first indicted, they claimed that the effect of the Olson charisma yet kept him from being prosecuted immediately. But the pressure built and Olson had died. But they said the backlash on that Olson thing is what picked Izzy up, and they felt

* the government

they got Izzy, who now was the sole heir--they had a big, big garage by now over on 6th Avenue and 7th Street, in that area, and the company had grown to a pretty good size. They felt that Izzy would cough somebody up. And Izzy stood his ground, he wouldn't give up. So in about 1938 or '39, they tried him and sentenced him and he caught 7 years and he went to Leavenworth. Of course, Olson was dead. Olson could do no more. Olson had died, I think, in about '36, because I remember I drove Bill Brown and Irving Green for the funeral from the cemetery. And when we were coming back, Irving Green was an attorney, his brother--they were Jewish, his brother was--I forget what his first name was, he was a doctor, and he was Olson's personal doctor. And when we come in the car coming back, Bill Brown, who was also a pretty boyhood pal of Olson's--I don't know if they were boyhood pals, but he'd been a drinking buddy of Olson's for years, through Peg, why Bill said when we got in the car, he said, "Well, we just buried the Farm Labor Party." Now, whether that's true or not, I don't know, but that was Bill's synopsis of it. Well, Izzy went to the bucket and he stayed there, they transferred him from Leavenworth to Sandstone, and when I arrived in Sandstone I bumped into Izzy.

But through all this fabric we keep coming back to there had to be a little bit more to what was going on. There was a hell of a lot of hocus pocus going on. There was scandal in the highway department. There was scandal with the guy buying and selling the oil for the state of Minnesota, for allocating it. Ellsburg--I think it was Ellsburg, or something like that, he went to the slammer over that, and another guy, and I think he went to jail keeping his mouth shut too. And Art Goff, who was definitely not on the legal side of the law, I don't know that he was a great ~~gang goose tow~~ gangisto * (ph) openly but he was some sort of a conniver on the other side of the fence. And everything seems to revolve around Olson. All the --well, he'd been county attorney there in Hennepin County and he was privy to all the hanky panky going on and there's no reason for me to believe that he quit when he become governor. And I don't think he was above cutting a deal on any goddamned thing that happened. That's my opinion of Floyd. And he was a smart son of a bitch and cocky and he could just handle himself, and he didn't just figure--I don't know whether we had him on the spot a couple of times and it didn't seem to bother him, it was like swatting a fly and it didn't seem to bother him, he just went right along as if nothing bothered him. And he was able to get out, he had the Labor movement

* (i.e.) gangster

completely bull-shitted, to this day the charisma of Floyd Olson is so great that if you'd walk into the halls of labor in Minneapolis or St. Paul and say, "Olson's a son of a bitch," the office girls would come out with their hatpins and start sticking you, because it seems to be that universal. Let alone the pie ~~guards~~ cards * (?) that are hanging around there, and they never knew him. And they argue with them. So while we're talking about that, there's a little incident in here that we ought to talk about, Dave, and that's the question of--no

[interruption in tape]

Maloney ...well, the kind that got you again on the Olson thing, Olson was able to convince people that he was an honest person, that his interest in the union and the laboring man come first, and that he'd never do them any harm. And I never was able to see Olson in that light. And what he done to us in May, and I think he done it there with the deliberate understanding and the collusion of the employers. They saw they had their back to the wall in May of '34 and they had to take time to work their way out of it. They provoked the third strike after they got back and set their apparatus u, and they--I think they had the whole thing drawn out and we lucked out on the thing, because --and they got like that, although you can outline where you want to go, the day-to-day things and the

* union bureaucrats

way it's structured make it absolutely almost impossible for you to figure out anything with a degree of certainty. There's no road map on that.

Now I want to get back to our dear friend, Jimmy Bartlett. Jimmy Bartlett had a kind of an unsavory character. Again, to quote Carl, to say the least. About 1927 or '28, I was working for Powers delivering packages. And there was a Finn kid there, he had a big Finn name, but like you commonly call a lot of Finns "Whitey," I remember we nicknamed him "~~Whitely,~~" whitey he had one of them blockbusting Finn names you couldn't pronounce. And I got along real good with him, and he was a good guy. And I knew Whitey over the years, that's where I got to know him, working for Powers. Well, later on, 2 or 3 years later, I was down at the Dayton Company. Now, all these big department stores used to put on what they called sales. In those days, there was no big UPS or anything, and it wasn't until the War that the department stores saw a patriotic way to unload their delivery service on the buyer. Before that, they had signs up in the stores, "Anything you order before 2 o'clock will be delivered today." And the poor deliverymen worked all day and half the night for half a day's pay delivering them.

When the War come along, of course, it was patriotic then to save gas and rubber, take your packages home. Well, when the War was over, they'd mostly got rid of their fleets by now because there was no need of them. Everybody was packing their stuff home and the fleets that they had left, some of the stores, remnants of the big fleets, Dayton Company had prior to World War II, why in the middle '30s they had 150 trucks. Donaldson had probably 100, Powers had about 50, the Leader, the Merc, the Wreck, jeez, they all had big fleets.

So when they decided now that they're going to have to deliver something, they started putting a charge on it. Well, I bumped into Whitey at the Dayton Company. Now, Whitey could drive but he preferred to be a helper. And I got him for a helper there and he got talking to me and he told me a story about Jimmy Bartlett.

I didn't finish my story about it, this was before Ray and Carl had been kicked out when I was working at Powers, of the Communist Party. That was the only show in town then. Connolly Contracting Company had a job at Joliet and I'd worked off and on for them, and it was a construction company and they had dump trucks, and the jobs there when you got a job you worked and when the job was over you were out of work until they got another one. Sometimes it

was weeks, sometimes months. So at one time earlier, it used to be work pretty steady because Pat Connolly, the old man, used to deliver sand and gravel to the building sites and they'd mix the concrete for buildings on the job. But when the ready mix come in, that knocked out that business. So that was all done. Now they were relying strictly on excavation and dump truck work. And I told Whitey, I says, "Hey, I bumped into Mark Madigan and I asked him if he had any work. And he said, 'No, we ain't got nothing here but if you go down to Joliet you can go to work, we're paying $10 a day and a hour for greasing.'"

Riehle This is

Maloney About '29, '28.

Riehle Joliet?

Maloney Illinois. They were putting in a big dam down there. So he said to me, "Well, I can't do anything until I see the exec." And I said, "What do you mean?" I found out then that he was a member of the Communist Party.

Riehle Mark Madigan?

Maloney No.

Riehle Whitey?

Maloney Whitey. Mark Madigan was a Chaw, shit nothing but the Catholic Church for him. Anyway, so I'd see him around now and then and, of course, the expulsion of Ray and Carl didn't mean a great deal to him or I because it hadn't got around to involve either of us. But I bumped into him in about 1932, '33, before the coal strike, but after the WPA had started. Somehow the question come up about Jimmy Bartlett, and I don't know how it happened. Jimmy Bartlett had been read out of the Communist Party. Oh, Bartlett was down there getting a job at the Dayton Company, they used to have a big bullpen, they had a shape up down there, and Bartlett was down there and Whitey got into an argument with him about something. I said, "What the hell's the beef?" "Oh," he said, "That Pinky son of a bitch, we kicked him out of the Party." So

[end tape 3]